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Baltimore Metro: Two
years old and growing

November 1985

RAILWAY AGE

...for the new age of railways

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Tuning up for a faster tempo

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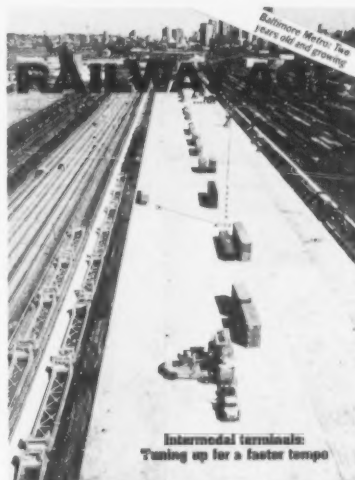
The fireman-off dispute is older than many railroaders. Emergency Board No. 208 is not the first to try to bring it to an end. Will it be the last?

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Cover photo: Burlington Northern's "Seattle International Gateway" intermodal facility.

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Market Outlook

Facilities

California Transportation Commission: Allocated \$17.8 million to the Santa Clara County Transit District for work on the Guadalupe Corridor Light Rail System; \$1.768 million to the Sacramento Transit Development Agency for work on the Sacramento Light Rail System; \$2.1 million to the Bay Area Rapid Transit District for modification of automatic track control circuits to permit closer operating headways of BART trains; and \$295,000 for renovation of the San Luis Obispo Amtrak station.

Long Island: Ordered 19 Scheidt & Bachmann ticket vending machines at a cost of \$810,000. The order was placed with Danelco Industries, Ltd., of British Columbia, the West German manufacturer's North American representative. The machines will issue weekly commutation tickets in addition to one-way tickets. Ten will be installed in Penn Station in New York City, two each at Jamaica, Mineola and Hicksville, and one at Woodside. Two will be used to train service employees. The San Diego light rail system has ordered similar machines for delivery this fall.

PAT (Pittsburgh): Awarded five contracts for nearly \$1.8 million worth of construction and restoration work on the South Hills LRT and Drake trolley lines. The largest contract, for \$1,118,909, went to Nello Construction Co. of Carnegie for general construction of the South Hills Junction Station.

Pandrol: Will begin production of lock spikes at its Bridgeport, N.J., plant during the first quarter of 1986.

Equipment

Chessie System: Awarded an issue of \$22.8 million of equipment trust certificates to Merrill Lynch Capital Markets at a net interest cost of 10.3866%. The trust will finance the cost of 20 3,600-hp SD-50 locomotives to be built by the Electro-Motive Division of General Motors.

Chevron USA: Plans to acquire tank cars valued at \$16 million in 1986. Chevron, whose owned/leased ratio is now 56/44, plans to increase this to 75/25.

Revenue freight carloadings

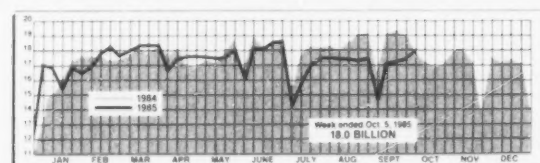
Commodity	Oct. 5 week	Sept. 28 week	Sept. 21 week	Sept. 14 week
Grain	21,090	20,228	19,306	19,859
Other farm products	3,691	3,447	3,355	3,232
Metallic ores	10,745	12,655	13,525	12,625
Coal	117,952	118,309	120,741	122,121
Crushed stone, gravel and sand	13,601	13,654	13,968	13,695
Nonmetallic minerals	12,764	12,140	13,268	12,055
Grain mill products	10,936	10,663	10,713	10,788
Food and kindred products	11,280	11,696	11,306	11,358
Primary forest products	10,596	10,998	11,204	11,059
Lumber and wood products except furniture	8,663	7,610	7,246	6,984
Pulp, paper and allied products	14,096	14,003	13,289	13,479
Chemicals and allied products	24,909	24,921	24,433	25,393
Petroleum products	4,703	4,850	4,991	5,093
Stone, clay and glass products	10,514	10,978	11,245	11,204
Coke	4,732	4,314	4,604	4,496
Metals and products	8,863	8,833	8,426	8,609
Motor vehicles and equipment	23,026	22,601	21,341	21,585
Waste and scrap materials	9,007	9,251	9,195	9,386
Forwarder and shipper assn. traffic	7,048	6,902	7,075	6,928
All other carloads	66,444	66,141	63,529	61,714
LCL traffic	161	154	171	181
Total Cars Loaded	393,021	394,348	392,931	391,844
% change from previous year	(1.1)	(7.5)	(8.3)	(8.0)
Estimated revenue ton-miles (billions)	18.0	17.4	17.3	17.2
% change from previous year	(1.3)	(7.0)	(9.5)	(9.2)
Cumulative Total:	1985	1984	% change	
40 weeks	680.1	718.1 (rev.)	(5.3)	

Piggyback loadings

	Sept. 28 week	Sept. 21 week	Sept. 14 week	Sept. 7 week
Trailers/containers	95,849	96,291	94,664	79,119
Cumulative total, 39 weeks				% change from 1984
Trailers/containers	3,355,216			(1.9)

Rail freight traffic trends

Billion ton miles (Estimated)



Source: Association of American Railroads

Freight cars

	DELIVERED			ORDERED			ON ORDER AND UNDELIVERED		
	September	9 months	September	9 months	September	9 months	Oct. 1, 1985	Average Backlog	1984
Built new by carbuilders	1,020	8,666	9,080	153	6,855	12,356	2,583	3,875	6,289
Built new in RR shops	0	406	0	0	0	250	0	31	111
Built new—total	1,020	9,072	9,080	153	6,855	12,606	2,583	3,906	6,400
Rebuilt	0	0	0	0	0	0	0	0	0
TOTAL	1,020	9,072	9,080	153	6,855	12,606	2,583	3,906	6,400
Locomotives (new and rebuilt)	75	448	365	N/A	N/A	N/A	162	249	170

Source: Transportation Div., AAR and American Railway Car Institute

Lines on Labor

UTU and BLE: Feuding and fussing

David and Goliath are at it again, with the Brotherhood of Locomotive Engineers in the role of the little fellow and the United Transportation Union playing the big guy. And if this seems a strange time for the two operating organizations to be squaring off, what with the railroads trying hard to improve operating efficiencies, well, so be it. There's nothing really new, at any time, about the two Cleveland-based unions getting into a backyard brawl, with appropriate rhetorical escalation.



GUS WELTY

It all started peacefully enough. UTU proposed a merger of the two organizations, one in which the BLE would have full autonomy (RA, May, p. 27). To nobody's particular surprise, the BLE didn't go for the idea. Instead, it came up with its own proposal, which it presented to the UTU in mid-September and then to the world with a Washington press briefing in mid-October.

It was, at the very least, an exercise in one-upmanship. UTU had merely proposed a merger. BLE's counter was a proposal which, carried to its ultimate, would result in the elimination of the UTU. Or as one observer observed, "Well, that's one way to end a rivalry."

The Engineers' so-called "Lake Erie Plan" was in three parts, covering manning of "new business" trains, supplying of engineers and cab design maintenance.

At the outset, it should be noted that "new business" can be tricky of definition. In any event, such trains would be manned by an engineer and a co-engineer. Rates of pay would range from 175% of present rates for 100-mile-or-less trips to 160% for runs in the 301-to-400-mile bracket, and the dual basis of pay would continue in use. Co-engineers would come on at an 80% entry

rate, reaching 100% in their third year. Duplicate time arbitraries except for terminal delay would be eliminated, but the grace period on initial terminal delay would be reduced sharply. As a means of reducing terminal delays, railroads would be allowed to establish "instruction crews" for outbound road-train make-ready or to handle inbound trains.

Under the BLE plan, co-engineers would be fully qualified engineers recruited from the ranks of present on-train employees. But when that source of supply is exhausted, a new source would be developed from the ranks of machinists and or electricians.

In its sales effort to the railroads, the BLE tried to emphasize how the plan would make the industry more competitive and at the same time produce savings described in various contexts as "tremendous" and "monumental." In its sales effort to the UTU, the BLE added the warning that "In the next four or five years, the railroad industry will have every through freight train manned by two people. Labor can either cooperate and get something for it or have it forced upon them for nothing."

Goliath never saw a Trojan Horse, of course, but UTU reacted as if the BLE had planted such a beast on the front steps. UTU called the plan "an absurdity." Its response also included such words as "rape," "coup," "sell-out."

The BLE letter to the UTU began with a harsh criticism of the recently-negotiated UTU-railroad agreements. The

BLE charged that what UTU bargainers had agreed to would have caused massive layoffs and sharp reductions in employee wages; the UTU responded by declaring that it saw job gains and that it found the wage-cut estimate "absurd."

After the brawl is over...

On the positive side, both labor organizations say they want to help the industry become more competitive.

But the BLE's sweeping claims about labor-cost reductions don't really stand up, not with the proposed higher wage rates and reduced hours, not with the suggested employment of "instruction crews," and not in view of the number of reduced-crew agreements that are already in place.

And besides, hold on just a minute. With the exception of the proposed wage-rate increases and the proposed reduction in hours-per-month, everything else that the BLE is pushing would seem to require negotiation with an agreement by the UTU.

Without much doubt, this latest exchange between the two operating unions will make management negotiators' jobs more difficult than they already are. Worse, it could make it harder than ever to get the competitive strengthening which all concerned agree is needed.

Class 1 railroad employment

Employee Group	No. of employees, mid-month count August 1985	Percent of change August 1985 from August 1984		Percent of change August 1985 from July 1985	
		d		d	
Total—all employees	305,326	d	8.37	d	.13
Executives, officials and staff assistants	13,637	d	2.57	d	.47
Professional and administrative	56,707	d	7.81	d	.77
Maintenance of way and structures	67,178	d	7.28		1.02
Maintenance of equipment and stores ..	55,147	d	11.06	d	.18
Transportation (other than train and engine)	19,658	d	15.85	d	1.78
Transportation (train and engine)	92,999	d	6.90		.76

Source: ICC